





"In 1961 when the picture was taken I lived on Selby and Dunlap in St. Paul and when the wind was right you could hear these little steam goats shoving cars around the coke plant."  
John Winter





Official Journal of the  
**MINNESOTA  
TRANSPORTATION  
MUSEUM, INC.**

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**CIRCULATION**

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

**SUBMISSIONS**

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

**MUSEUM PURPOSE**

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

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**MINNEGAZZETTE**

**CORRECTIONS  
AND NEW INFO**

John Winter used to work at the location shown in the top photo on page 25 of the last issue. He has correctly identified the number and use of the tracks identified in the photo as 5-10. In fact, they were (right to left) GN 1, 2 and 3, followed by joint GN/M&StL 4 and 5. The extreme left, unnumbered track is M&StL 6.

Tim Schandel of the Lake Superior Railroad Museum points out that the top photo on page 29 shows the Duluth, Missabe & Northern ore dock in Duluth, not the Northern Pacific's in Superior.

**OBITUARIES**

Member Edwin H. Nelson died October 4, 2002, in Toronto, Ontario, Canada at age 78. In the mid 1930's he began keeping his "Streetcar Watcher's Notebook", a daily diary of streetcar sightings noting car numbers, car lines on which they operated, times of operation and miscellaneous details. This was interrupted by service in the U. S. Navy during World War II. Upon discharge from the Navy he entered employment with the Twin City Rapid Transit Co. as a motorman. This increased his interest in Twin City streetcar history. He developed contacts with TCRT's Superintendent of Equipment's office at the Snelling Shops in St. Paul. He and Russ Olson worked as a team researching all aspects of TCRT history. This led to the publication in 1953 of *Interurbans Special 14, Electric Railways of Minneapolis & St. Paul*. A meticulous and thorough researcher, he produced three voluminous typewritten documents. "Twin City Lines Assignment of Cars 1909-1954" recorded the car station assignment of each individual streetcar over those years. "TCRT Shop Records 1929-1952" was a detailed explanation of the Snelling Shop activities during that period. An untitled document was a detailed cataloging of various exterior and interior streetcar construction details. All of these are preserved at the Minnesota Historical Society. Ed also served as motorman on many Minnesota Railfans Association railfan trips.

Ed refused to drive buses and moved to Toronto where he worked for the Toronto Transportation Commission as a



**Edwin Nelson at the controls of car 1269 in 1953. MTM collection.**

divisional clerk from 1956 to 1972. He worked at three different divisions, two of them involving streetcar operation, the other the subway as well as buses and trolley coaches. He then worked for the Canadian Unemployment Insurance Commission until his retirement in 1989. Twin City railfans lost contact with Ed from 1967 until 1995 when MTM's "Twin City Lines-The 1940's" was printed. Ed became an MTM member and donated an album of streetcar photographs depicting in detail the last two months of Twin City streetcar operations in 1954. This album has provided photographs for "The MinneGazette" as well as "The Como-Harriet Streetcar Line" book.

**-Russ Olson**

The Lake Minnetonka Division is very sorry to report that Ticket Office volunteer Kay Shirley of Excelsior was killed in a two vehicle crash on December 11, 2002. Kay was driving with her friend Dorothy Huffman of Chanhassen, a former Ticket Office volunteer, near Maple Plain. Kay was new to the Ticket Office this past season, but her sense of humor, quick wit, and great disposition were a huge asset to our operation. Kay will be missed by all who worked with her, especially Comfort Leckie and the LMD staff. Our condolences to her family and friends.

**-Ann Merriman**

**Front cover: This issue features John Winter's photos from the 1950s and 60s. The Soo Line's Winnipeg crosses the Great Northern at downtown Minneapolis in 1959.**

**Inside front cover: Ex-Soo Line 0-6-0 #353, at Koppers Coke in 1961, was the last steam locomotive in regular service in the Twin Cities. In the background are the Northern Pacific's Como Shops, now Bandana Square. John Winter photo.**

## CHAIRMAN'S COLUMN

-Charles Barthold

*It's fun to operate one of the Museum's pieces of equipment or work on bringing a piece back to life. Understanding how the money works to make this possible may not be. To help the Board of Directors and others understand, Treasurer **Dave Kettering** and the Finance Committee of the Board put together a trend analysis of MTM finances in December, and it paints a sobering picture. Dave takes it from here.*

Although there are exceptions, MTM revenues from fares, visitors, store sales and donations have gradually declined for the last few years. Costs, not surprisingly, have increased during that period. The Museum will be in trouble if the relationship between revenue and expenses keeps deteriorating.

As MTM has grown and evolved over the years, its finances have also changed. In the beginning, things were small and simple. Member dues and periodic donations covered all expenses. As divisions were added, it was expected that each operation would be self supporting. That has remained largely true until the last couple of years, although changes have been happening that I'll describe. As it stands now, here is how the divisions support themselves.

Traction is able to run its day to day operations, plus perform some restoration work, out of farebox revenues, augmented by annual grants from the Onan Family Foundation and an Annual Appeal for member donations. Traction has also raised the match needed for one federal ISTEAGrant and is the process of matching another grant. Revenues rise and fall over the years, but are relatively stable. Traction runs the Minnehaha depot, where repairs and most maintenance are funded by owner Minnesota Historical Society. The depot is a very low cost operation, which covers its expenses from donations and merchandise sales.

The Railroad Division also is able to run its day to day operations, plus perform some maintenance work, out of fare revenues and limited donations.

Osceola ridership has declined for several years, but fare increases and the addition of some food service on trains has partially offset the ridership loss. Railroad no longer operates the Saturday local freight for the Wisconsin Central, which was another income source. Railroad restoration and maintenance activities are housed at very little cost at Jackson Street.

**Art Pew's** enormous generosity is what keeps Jackson Street open. Although admission receipts are growing slowly, it is Art's donations that balance the books. Essentially, he pays most of the building's operating costs, including the salaries of the building manager and three part time employees. He has provided most of the 20 percent match needed for the federal TEA21 grants that have rebuilt the building and its grounds, and he has paid the up front engineering and architectural costs. In recent years he has also paid for a new parking lot and replacing a portion of the roundhouse roof. Finally, his gifts of stock have paid off the roundhouse mortgage, and he provides the debt servicing for the Roundhouse line of credit.

The Steamboat Minnehaha approaches self-sufficiency from fares, which cover 80 percent of costs. Donations cover the remaining 20 percent. The Lake Minnetonka Division holds a major annual fund raiser that supplements the fare income and uses appeal letters for the balance. The division pays the operating expenses of the Excelsior Streetcar Line and the streetcar #1239 restoration, with Traction volunteers providing much of the manpower. ESL fare revenue is growing, but is still small.

MTM merchandise sales used to be administered separately by each division. For the past two years, they have been managed as a single operation. Revenues from the site stores go back to the divisions based on the individual division net merchandise sales. Store revenues are slowly rising, one of the few bright spots.

Member dues have always paid for the Minnegazette and used to pay for all central administration. Membership had been stable for some time, but is down in the last year. The Minnegazette is still funded this way. The remainder of the dues only covers a small percentage of administrative costs, because these have grown dramatically in the last few years. The Administrative Department's growth is the result of two major factors--the hiring of the Executive Director, and the costs of marketing, the Museum's 800 number, accounting and auditing costs, which were previously allocated to the divisions. Insurance has always been considered a centralized administrative expense. The divisions have always shared the insurance cost, since most of it relates to their specific operations and equipment.

There is a regular revenue stream from the sale of the Stillwater Railroad to the Minnesota Zephyr on a contract for deed. It goes into an account called the Railroad Reserve fund. Several years ago, the Board decided to treat this as a loan fund for special projects from all divisions, with the loans to be repaid. It is not to be used for operating expenses.

Fare revenues have not increased and are actually down somewhat. The result is that the divisions are seeing an increasing share of their revenues going

*Leave*  
**A LEGACY**



**Chicago, Burlington & Quincy 4-6-4 #4000 was streamlined for several years and named Aeolus. Along with a Milwaukee Road caboose and the Grand Crossing tower, it sits in a park in La Crosse. Eric Hopp photo.**



to operations and limited maintenance with little available for restoration. This trend is troubling and cannot be allowed to continue, or something will have to give.

While the Board tries to find the solution, there has been a reprieve of sorts called "Day Out With Thomas". Thomas the Tank Engine is an international phenomenon. The cartoon locomotive has captured the fancy of small children and popularized railroading in a way unmatched in many decades, if ever. There are now four Thomases that travel the country, hosted by railroad museums and tourist railroads. The formula is that the museum provides a train, a locomotive to actually do the pulling, a railroad to run on and people to staff the operation. Thomas is brought in for a share of the gate. Despite the fact that this has been going on for several years, attendance at Thomas events keeps growing. MTM has hosted Thomas twice, and will do so again this year. The revenue from this event has been enough to pay the costs of the larger administrative staff and unallocated administrative costs. In essence, Thomas is keeping MTM afloat, at least for now.

Thomas was an unexpected revenue source last year and we are looking forward to Thomas again this year. But it can't be counted on for the future, as we have to apply for the opportunity to be a sponsor of "Day Out With Thomas". If MTM is to continue at the present staffing level, new revenue sources must be developed. At a recent Finance Committee meeting, brainstorming sessions were held to identify them.

All sorts of ideas were suggested. The list included, to name a few, expanded fund raising, more charter and group operations, increased merchandise sales, corporate membership and fare increases. Hopefully over the next year the Planning Committee, with input from the Operations, Finance and Development Committees, will pick the best possibilities and make proposals to implement them. If any members have suggestions for raising revenue, please let me know. Better yet, please volunteer to make them happen. There are no pots of gold that will magically appear. They will all take lots of hard work.

Remember, we have had a history of strong volunteer support, but we're playing without a financial safety net. If we don't find the money, no one will find it for us.

## ARM 2002 CONVENTION

-Louis Hoffman

Aaron Isaacs, Jim Vaitkunas and I attended the 2002 Association of Railway Museums convention in Dallas, Texas. Hosted by the McKinney Avenue Transit Authority and the Age of Steam Railroad Museum and headquartered in north suburban Plano, Texas, it was a fine convention with more than one hundred delegates from nearly thirty member museums in the United States and Canada. We learned a lot during a day of seminars, renewed old acquaintances, made new friends, and did what can only be done at a gathering like ARM - got the opportunity to talk informally with people who do the same thing we do and to learn from them. We solved potentially thorny problems related to the restoration of Winona #10 (basically, we found a source for seats). We found a party possibly interested in the last set of Brill trucks whose donation Vice Chair Mike Miller arranged from Japan. And we found a source of rattan to replace worn streetcar (and steamboat) seats that might not be available again - Donald Curry from the Seashore Trolley Museum in Kennebunkport, Maine will be arranging a bulk purchase to be split between participating museums.

### Thursday - In the Classroom

Thursday was the workday - ten seminars on the following topics:

*Academia and Preservation: A Study in Symbiosis* (partnering with colleges and universities to obtain interns)

*Living History: Keeping the Past Alive for the Future* (the Ellicott City B&O Railroad Station Museum's tremendous occupational folklore program)

*Photo and Document Preservation: Using TEA-21 Funds to Assist in Restoring a 1910 Harvey House*

*ARM Recommended Practices and Procedures: Staff Structure and Evolution* (a panel on three museums' experiences with full time paid executive directors)

*Sex, Violence, and Other Legal Issues* (the always entertaining - and informative - presentation by Orange Empire Railway Museum's President, Tom Jacobson, a southern California lawyer)

*Planning and Preparing for Capital Campaigns* (presented by a professional fundraiser)

*Tourism Alliances: Creating Rail Trails* (regional rail attractions working together to market the industry)

*Looking at Your Attraction through Fresh Eyes* (presented by a design and planning consultant)

*Being Prepared: Safety Programs and Insurance Companies* (a superb overview of the Connecticut Trolley Museum's excellent training program by CTM's Bert Johanson and an update on insurance issues by former MTM insurance broker and longtime MTM friend Mike Deeble).

Space precludes a detailed description of these seminars. But, between the three of us, we took copious notes. So if you're interested in what we learned at these seminars, please give us a call or check out the next issue of Railway Museum Quarterly that will cover the convention, including the seminars, in detail. Please contact Aaron Isaacs for single-issue purchase and for subscription information. RMQ is the best way to keep abreast of what's going on in railway museums.

### Friday - Trolleys on McKinney Avenue

Friday was a real treat. Most delegates toured the wide array of museums at Fair Park, home of the State Fair of Texas, the Age of Steam Railroad Museum, and a tremendous collection of art deco buildings. Age of Steam consists of a small depot and three tracks on the edge of Fair Park. Within those confines, it houses an impressive collection of locomotives and passenger cars, including some beautifully restored heavyweight passenger cars and a Union Pacific "Big Boy" steam locomotive.

Those of us who are qualified motormen at our home museums had the opportunity, after a brief training session, to operate McKinney Avenue's streetcars - in the streets of Dallas, including after dark. Operating at Lake Harriet can be a challenge, what with vehicular traffic on 42nd Street and pedestrians and pets along the right-of-way. But operating on McKinney Avenue is something else entirely. First, there's the traffic - including bad drivers who change lanes without warning, cut in front of you, and stop suddenly. Then there are the stop signs and lights. Add having to watch and stop for passengers every block. But then there's the sound of a trolley on girder rail in pavement and the swing of the car around 90 degree curves. Why, it's like driving a real trolley! Top off with great Tex-Mex food with trolleys passing by on McKinney every few minutes and you've got a pretty darn good day.

## Saturday – Westward Ho!

Saturday we headed to Fort Worth, where the west begins. We took the Red Line LRT to Union Station and boarded three Trinity Railway Express (TRE) RDCs (rail diesel cars) for a trip along the former Rock Island route from Dallas to Fort Worth's art deco Texas and Pacific Railway station. After admiring and touring this vacant but under-restoration masterpiece, we passed the old Santa Fe station (just closed as Amtrak's Fort Worth terminal and slated to be developed as a restaurant), the old Santa Fe division offices (restored as a marketplace), and the brand new Fort Worth Intermodal Transportation Center. The ITC is also a TRE stop, hosts Amtrak's Texas Eagle on its Chicago-San Antonio-Los Angeles run and the Heartland Flyer on its Oklahoma City-Fort Worth run, as well as Fort Worth's buses and fake trolleys. But the ITC's highlight is Northern Texas Traction interurban car #25, beautifully restored in its Crimson Limited paint scheme. Also slated for restoration is a NTT parlor-trailer #411, termed a "salounge" car by NTT. We then headed to Fort Worth's Stockyards historic district for lunch (chicken fried steak), a quick look at the Dallas double-truck Birney safety car in the Fort Worth "Old Spaghetti Factory" restaurant, and a trip on the Fort Worth and Western's steam-powered Tarantula tourist train, passing the FW&W's diesel shops (it's also a short-line freight hauler) and more pallets that you've probably ever seen before. That evening, at the annual banquet, we heard from DART executive and Texas traction author, historian, and restorer **Johnnie Myers**.

## Sunday – ARM Business and Goodbye Until Next Year

The convention ended on Sunday with the ARM annual meeting. Incumbent directors **Don Evans** (West Coast Railway Museum, Squamish, British Columbia), **Rod Fishburn** (Orange Empire Railway Museum, Perris, California), and **Nancy Peacos** (Connecticut Trolley Museum, East Windsor, Connecticut) were re-elected to three-year terms. Two by-law amendments were considered. The first, expanding full ARM membership to qualified railway museums not owning at least one piece of railway equipment (the present by-laws require ownership of at least one piece of rolling stock), was tabled for a variety of reasons, some good and some not. The second,

increasing board membership from seven to nine to handle the growing workload of ARM directors, was approved.

Next year's convention will be hosted by the Museum of Transportation in Saint Louis, Missouri. Convention headquarters will be at the Drury Inn across from the magnificent Saint Louis Union Station. The 2004 convention will be tentatively be hosted by the Utah State Railroad Museum at the beautifully restored Ogden Union Station in Ogden, Utah. And we've been approached about hosting the 2005 convention – an opportunity to showcase all that we've accomplished since the highly regarded 1995 convention in the Twin Cities. If you're interested in helping bring ARM back to the Twin Cities in 2005, please contact **Louis Hoffman**. A large working committee is essential to make this possible.

## TRACTION REPORT

-Louis Hoffman

### TEA-21 Capital Campaign – A Campaign for Como-Harriet

If you skim or don't read the Traction Report, please make sure you read this. The Museum must provide \$192,500 to make the TEA-21 track rehabilitation and line extension project a reality. This includes our \$110,000 match – twenty percent of the project cost (the federal grant is \$440,000) and \$82,500 in projected administrative and engineering costs. In that the Traction Fund has \$77,000 in donated materials, \$6,420 in your donations in the TEA-21 Fund, \$5,050 set aside in the Physical Plant reserve fund, and a total of \$52,930 (as of September 30, 2002; and this doesn't take into account that the Traction Fund declines during the winter when revenue stops and some expenses, like administration, insurance, maintenance and restoration, and utilities, continue) in the unrestricted Traction Fund, we've got our work cut out for us: we have to raise at least \$51,099 – and that means spending all our cash. Obviously, we need to raise a minimum of \$10,000 more than that so that when all is said and done, there's some money in the Traction Fund as a cushion. Allowing for the wintertime decline in the Traction Fund, a realistic and safe goal would be \$75,000.

### Why the increase from previous estimates?

MnDOT will administer our grant. Federal and state law and regulation as well as MnDOT policy require the Museum to pay for lots of non-reimbursable costs, like administration of the funds, advertising for bids, engineering design and supervision, and financing (MnDOT reimburses the Museum after we pay the bills so we'll have to take out a short-term loan). We're following the rule-of-thumb that says you allow for fifteen percent of the total project cost for these costs. This means adding approximately \$82,500 to the amount of cash the Museum needs to front.

### What is the project budget?

- Replace all used ties with new ties	\$130,000
- Replace all switch ties	\$3,200
- Rebuild West 42nd Street grade crossing	\$10,000
- Install new switches	\$75,000
- Remove "hump" north of William Berry Parkway bridge	\$20,000
- Relay entire line with 90 pound relay grade rail.	\$145,000
- Tamp, line, and level all newly installed track and switches and raise track	\$ 61,920
- 400 foot track extension	\$100,000
- Contingencies	\$4,880
<b>Subtotal</b>	<b>\$550,000</b>
- Advertising, engineering, financing, and fundraising costs (15 %)	\$82,500
<b>Grand Total</b>	<b>\$632,500</b>

- Less Federal TEA-21 Grant	\$440,000
- Less Traction TEA-21 Fund as of September 30, 2002	\$ 6,420
- Less Traction Physical Plant Fund as of September 30, 2002	\$5,050
- Less in-kind donations on hand	\$ 77,000
- Less entire balance in Traction Fund as of September 30, 2002	\$52,930
- Total existing MTM match as of September 30, 2002	\$141,400
- Total Federal TEA-21 Grant and existing MTM match	\$581,400
- Minimum amount to be raised \$51,099	
- Target amount to maintain cushion in Traction Fund	\$75,000

*\* Ties, overhead wire and fittings for extension, twelve poles, easement, and landscaping.*

*How do we do it?*

It's simple. The entire membership participates in this capital campaign. The membership raises money from





### **The Halloween Trolley glows as it loads passengers at Lake Harriet.**

outside the museum – friends, family, passengers, and others. We go to our passengers, to the community – businesses and neighbors. As for the membership, the Museum has nearly one thousand members. Only ten dollars from each of you is nearly \$10,000. Only \$25 is nearly \$25,000. That illustrates the potential of what we can expect to raise from the Museum's own members – the people that others will expect to fund this project before they do. Basically, we shake the tin cup like never before. Look for more about how you fit into this important project.

#### *What will the money get?*

A new railroad: replacement of all ties, except those recently replaced and including the ties under all three switches; new rail and switches; tamping, lining, and leveling the entire line; leveling out the "hump" north of the William Berry Parkway bridge; replacing the crumbling West 42nd Street grade crossing; and extending the line about 400 feet to the north, providing a better located Lake Calhoun platform. Basically, we're looking at a new railroad that, with regular maintenance, won't need major work in the lifetime of most Minnegazette readers – and one that will be better

situated to attract ridership from the Lake Calhoun end of the line.

#### *Why do we need to do this, and why now?*

Volunteers built the existing railroad with donated, used materials between 1971 and 1976. It's 35 to 41 years old. And it's deteriorating faster than volunteers can rebuild it. The cost hiring paid contractors to rebuild it in a timely manner is simply beyond our means without this grant. If we can raise this money, we get more than three federal dollars for each two that we contribute in cash or materials. And it gets the work done now instead of over ten or more years.

#### *What happens if we don't raise it?*

If we're unable to provide the money and donated materials, we'll lose the \$440,000 federal grant and the Como-Harriet Streetcar Line's aging track won't be rebuilt professionally in one fell swoop, the line won't be extended to West 36th Street, and a variety of other improvements won't be made. But the money we do raise will be used to rehabilitate the track as far as the money will go. This will place a terrific burden on the Traction Fund to finance additional track rehabilitation and on Traction Division volunteers to perform much of this heavy work over an ongoing time period.

#### *How do you fit in?*

Look for more information on this exciting project and think about how you can help. What can you give? Do you know others who might be interested? Does your employer match charitable contributions? Until then, please feel free to make a donation to the TEA-21 Fund via the 2002-2003 Como-Harriet Annual Appeal.

### **The 2002 Halloween Ghost Trolley**

Despite bone-chilling cold that resulted in only slightly depressed ridership, this year's edition of the Halloween Ghost Trolley was still a success, carrying 2,058 passengers, selling 1,907 tokens, and grossing \$4,663. We've lucked out with unseasonably warm weather for previous editions of Halloween Ghost Trolley (except for the first, experimental one) so a Halloween featuring unseasonably cold weather was long overdue. We know that Halloween Ghost Trolley ridership will hold up even in the bitter cold. Now let's hope we don't have to test the loyalty of our passengers with rain or snow anytime soon.

Thanks to the many volunteers without whom this event wouldn't have been possible (more than half of our roster!) including **Ken Albrecht, Bud Goldstein, Roy Harvey, Karl Jones** and

John Kennedy who decorated the streetcars; Ken Albrecht, Bud Goldstein, Roy Harvey, Scott Heiderich, Mike Miller, Erik Schwarzkopf, Carl Wessel and Jim Willmore, who prepared the station and grounds; John Kennedy who supervised each night's operations; Bill Graham, who supervised the youngsters who spooked our guests under the William Berry Parkway bridge; Dave French and Dave Culver, who were the perfect team at Lake Calhoun; Fred Beamish, who told ghost stories on the cars while they waited to head north on the main line; our Queen Avenue South neighbors for their lineside displays, organized by Bud Goldstein; Bud and Angela Frerichs, who distributed flyers; and the City of Minneapolis, especially 13th Ward City Council Member Barret Lane, his staff, and the Department of Public Works, for loaning the barricades needed to control the crowds.

Here are the numbers:

Given the capacity of our cars (we

	Pgrs	Tokens	Trips	Pgrs/ Trip	Tokens Trip
Fri	324	309	10	32.40	30.90
Sat	690	656	13	52.76	50.22
Sun	629	556	12	52.33	46.34
Thur	416	383	10	41.60	38.15
<b>Total</b>	<b>2,059</b>	<b>1,904</b>	<b>45</b>	<b>45.73</b>	<b>42.38</b>

averaged full cars on Saturday and Sunday), the weather on Friday evening, and Halloween night traditionally being the "slow" night on account of trick-or-treating, we couldn't have done much better. Until we can jump-start regular season ridership, it's clear that special events are the answer. The question is whether we can expand the Halloween Ghost Trolley, do as well by starting a Christmas Santa Trolley, or come up with something else? Thoughts?

#### 2002 Ridership at Lake Harriet

Ridership in 2002 was a disappointment but not unexpectedly so, given the terrible weather the Twin Cities endured. It wasn't quite the seven plagues, but the heat, humidity, rain, and cold seemed like it at times. All in all, bad weather – bad enough to be noted on the Foreman's Trip Report – affected nearly twenty percent of our total operating days. The foreman's trip sheet comment on May 23 tells all: "cold, dark, windy night." But there was good news. Not a single operating shift was cancelled for lack of crews – and virtually all shifts had a full four-person crew. Our Memorial Day partnership



**Mad scientist Dave French and his hideous motorman creation, Dave Culver, entertain the passengers. Back at the carbarn, French and Culver bracket Dominic Marrone (Frankenstein), Mike Herman and B. Webster. John Prestholdt and Bill Graham photos.**



with Lakewood Cemetery continues to thrive. This year, we carried a record 1,111 passengers. "Early Bird" operations on public holidays were a great success, with more than 500 additional passengers carried. And the Independence Day Early Bird shift was cancelled because of a power outage. Still, despite increasing administrative and insurance costs that consume more than three quarters of the Traction Division's revenue, the Traction Fund, thanks to keeping a sharp eye on costs and your generosity with the Annual Appeal, is holding its own. A strong 2002-2003 Annual Appeal will help

with important – and expensive – projects like the upcoming TEA-21 track rehabilitation and extension and the restoration of Winona #10, expected to start soon. But these projects will take pretty much everything we have.



Here are the numbers for 2002:

	Passengers	Tokens	Trips	Charters	Passengers
May	4,746	3,262	349	5	251
June	7,762	5,493	493	5	423
July	8,910	6,432	517	13	548
August	8,351	6,150	443	7	295
September	3,765	2,543	284	2	70
October	982	625	119	2	141
Halloween	2,058	1,907	45	0	0
<b>Total</b>	<b>36,574</b>	<b>26,412</b>	<b>2,250</b>	<b>34</b>	<b>1,728</b>

Although charter numbers were down, there's good news on the charter front. First, **Tom Beaumont** has agreed to serve as Charter Agent. Second, the first charter for 2003 is already booked: an October 10, 2003 wedding.

Given the fact that there's often not much difference between October and November weather (and this November's weekend weather was better than October's), the Traction Committee will consider continuing weekend-only service through the end of November. Based on this October's ridership, with some Thanksgiving-related promotion, we should be able to carry at least another thousand passengers. With donations and souvenir sales, that could bring in at least another \$1,000. This is an especially economical way of bringing in additional revenue once Winona #10, a lightweight, low-cost car, is in service. Ideas include running from Linden Hills to Lake Calhoun only, allowing the service to be run with a three-person crew instead of the usual four. Plus, November service will be a perfect build-up to the Christmas Santa Trolley in the works after the TEA-21 track work is completed.

Since service began in August 1971, the Como-Harriet Streetcar Line has carried 1,366,351 passengers. It looks like we'll carry our 1,500,000th passenger sometime during the 2006 season.

### Como-Harriet in the Community

Following up on our partnership with Metro Transit at the State Fair, Como-Harriet volunteers teamed up with Hennepin County Regional Rail Authority personnel to staff the mock-up light rail vehicle on public display over the lunch hour on Mondays, Wednesdays, and Fridays – and two Vikings home game Sundays – in November. In addition to information about the Hiawatha Line and the Bombardier LRVs, each visitor got a copy of the Museum's 2002 brochure. The Hennepin County Board recognized the Museum's contri-

butions, both to this effort and the Museum's forty years of preserving Minnesota's transportation history, with a resolution honoring the Museum and its volunteers at the Board's December 17 meeting.

Our hand-blown glass PCC Christmas ornament made the front page of the Star Tribune's Variety section on December 5 as part of an article about unique Minnesota-themed holiday presents.

Streetcar photos and TCRT brochure artwork from MTM appears in the recently published book, "The Doors of Tangletown" by **Elizabeth Vandam**. It gives the history of the south Minneapolis residential neighborhood bounded by I-35W, 50th Street, Lyndale and Diamond Lake Road.

### 2002-2003 Como-Harriet Annual Appeal Update

Through December 14 shows a total of \$5,585 from 37 members - \$2,960 earmarked for TEA-21, \$1,625 for #1300, and \$500 for Winona #10.

Thanks to the following members and friends for their great generosity: **Alfred and Dorothee Aepli, Mike Anderson, Donald G. Baker, Carl and Jane Barthelemy, Anthony J. Bauman, Lyndon Benson, John Cartwright, Roy Harvey, James P. Hassing, Louis Hoffman, Aaron Isaacs, Miles A. Jarrow, Robert J. Johnson, Marv Krafve, Metro West Inspection Services, Michael E. Miller, Jan and Steve Mitchell, Dick and Joan Niemiec, Jim Otto, John and Kathy Prestholdt, Bruce D. Smith, Peter Throckmorton and David VenHuizen.**

Look for more names in the Spring Minnegazette. Please remember that we need to raise \$75,000 to make TEA-21 work. That's another \$69,915. But there are more than 900 members that we haven't heard from.

Remember, it's not too late to send your donation – large or small – to the 2002-2003 Como-Harriet Annual Appeal. There's work to be done and we need all of you to help. Before the

Museum's administrative costs began to take such a big bite out of the Traction Division budget and before insurance premiums skyrocketed, the Traction Division covered its operating and capital costs out of operating revenue and a few small grants, including an annual operating grant from our friends at the Onan Family Foundation. The Annual Appeal began a few years ago to help as ridership stabilized and administrative and insurance costs began increasing. Now, the Annual Appeal is an essential part of the Traction Division's long-range operating and capital financial needs – especially with the added cost of doing business with MnDOT with TEA-21 funds. As always, we ask for and thank you for your support.

### Traction Division Survey

The 2003 Traction Division Survey is enclosed with this Minnegazette. We're always looking for new volunteers. Whether you have all the time in the world or a few hours a month, whether you have loads of specialized talent or nothing you think we'd need, please do give us a try. You'd be surprised – there's a job and a place for everyone in the Traction Division. And there's no shortage of work of all kinds. In addition to the usual tasks needed to run a railroad, there's a lot of things most of us don't think about – cleaning streetcars, collection development and management, communications, curatorial tasks, developing and operating an educational program, exhibit design and maintenance, marketing and public relations, and special events planning just to name a few. A special word to 2002 volunteers – please fill out and send in your survey. It helps us plan for the year to know (and not have to assume) that you're on the team in 2003.

### Mechanical Department News

The successful rollout of #1239 at the Excelsior Carbarn is covered in the Excelsior Streetcar Line Report elsewhere in this Minnegazette. Thanks to the Linden Hills Carbarn's "Tuesday Morning Crew," which had, in large part, relocated to Excelsior, and the others for their great work on this important addition to the Museum's traction collection. For more information about #1239, including color photos of the rollout, check out Railway Preservation News at [www.rypn.org](http://www.rypn.org). Look under "Briefs" for the article by **Jim Vaitkunas**. At Linden Hills Carbarn, #265, #322, and #1300 are bedded down for the winter with #1300

in the heated maintenance barn for winter inspection and work. The bulk of the shop crews' wintertime endeavors will be on #1300, which will see continued work on its brake heads, controller, doors, front truck bushings, traction wiring, and wooden body. If time permits, plans are afoot to remove the rear platform siding, repair the rear window posts, clean the window well metal, sandblast the metal structures in the rear platform area, and replace the rear platform siding. If the Finance Committee and Board approve funds for new rattan, look for replacement of #265's damaged seats. In the spring, crews are looking at some front truck work on #322.

#### Training Department News -Dave Culver

Revising old training programs and developing new ones is an ongoing effort. Part of that effort is finding out what knowledge and skills our volunteers need to continue to work safely and successfully. This winter, I've been talking with several Traction Division volunteers, especially those in leadership positions, about training needs. If you have any suggestions, please let me know. And if you're not an operator, don't forget to try the program - sign up for the Traction Division's Operator Training Program; classes start in April. We also have the benefit of the Connecticut Trolley Museum's excellent conductor and motorman training program. It was one of the many benefits that **Louis Hoffman** and **Jim Vaitkunus** got at last November's Association of Railway Museums convention in Dallas. Thanks to CTM's **Bert Johansen** for making this information available.

**Maryellen Digre-Mueller** has resigned as Assistant Superintendent of Training - Station Agents. I accept her resignation with great reluctance. Maryellen pioneered the Traction Division's plunge into the modern technology of the cash register. This was no small accomplishment in that more than 100 volunteers rotate through the station and must be proficient on its use. She co-authored Cash Register for Dummies, developed the grid or cheat sheet that most of us use in operating the cash register, and coordinated a group of volunteer trainers to coach our operators and agents. She also wrote a series of articles for Como-Harriet Currents on cash register operations and passenger relations. Thank you, Maryellen, for sharing your time and talent with us for the past three seasons.

**Betty Anderson** and **Betty Culver** were inadvertently omitted from the listing in the last Minnegazette as among those assisting Maryellen with cash register training. Our apologies to these two CHSL stalwarts.

## RAILROAD DIVISION REPORT

-Dick Kolter

The latter part of the operating season followed a pattern similar to what was experienced earlier in the year. No problems but not as may people. As has been the case all season the number of passengers in the fall was less than in a similar period the preceding year. Historically we have always seen the best passenger counts of the year in the fall, which was the case this year. The total number this year was about 17,200. Our best year was 1997 with 29,000. All other aspects of the operation went well, including the on time performance.

#### Annual Meeting

The annual business meeting of the Railroad Division is always held on the second Saturday of November, mainly to select management for the next year. This year it was held at the Jackson Street Roundhouse on November 9, 2002. **George Berg** acted as facilitator of the meeting. Retiring superintendent **Bill Handschin** summarized the year's activities.

Two of the six board member terms had expired and were filled. **Bob**

**Hawkins** was reelected and **Morten Jorgensen** was elected to fill the position previously held by **George Bergh** who had reached the term limit and could not run again. **Dick Kolter** was selected to be superintendent.

#### Arsenal

The long-standing problem with the required move of all stored equipment in the Twin Cities Arsenal is close to being over. **Charles Barthold** and **Eric Hopp** have been spending numerous days making arrangements and repairing things so they could be moved. One group of old cars was moved to Jackson Street this fall and the last eight units are ready to move, probably in the spring. A few units, belonging to others, are still there. The large majority of what has been salvaged can be used for museum display but at least one car has good potential for eventual operation. The car, known as the Twin Ports, needs much work but is basically sound. This car was used on Great Northern trains between the Twin Cities and Duluth-Superior. It is a combination diner lounge designed to be run on the rear of the train.

#### Equipment Shuttle

The move of the equipment from Osceola to Jackson Street at the end of the season turned out to be a long operation. This year all of the coaches except 2232, the three engines, and the Soo Line caboose went to JSR. October 28, the day of the move, started out as a

The train from Dresser drops downgrade into Osceola. Aaron Isaacs photo.







very normal day with the train moving from Osceola to Withrow on time for a planned noon appointment with the CN-WC pilot crew. That was the end of the on time, as planned, move as another fourteen hours and a relief crew were necessary to get to Jackson Street. There was a three hour wait at Withrow for a coal train that had broken a knuckle, about the same amount of time at New Brighton for a westbound CN train and a wait at Shoreham for several freights and Amtrak.

#### Jackson Street Caboose Rides

With the museum at Jackson Street now operating on regular hours, an actual moving railroad experience was created for the patrons by running caboose rides from the turntable out to the spur and back. The Soo caboose and the Andersen locomotive were put into service on an approximately half hour schedule on weekends starting in November. Most weekends more than one hundred people have ridden the train. The weekend of December 7th and 8th found Santa Claus visiting the roundhouse and attracting many more visitors. Over 300 people were in attendance and a majority rode the caboose.

**GP7 #559, Marine bound, approaches the Cedar Bend drawbridge. The rear platform of #1102 is a favorite place for passengers to view the receding track. The signal marks the south end of the restricted speed rock slide area on the Wisconsin side of the river.**  
Aaron Isaacs photos.



#### Schedule for 2003

The operating schedule for 2003 will be similar to that of last year with additional emphasis placed on trains with some type of food service. Last year we experimented with a Sunday brunch train and found it to be quite

popular. This year we are going to expand on that success and try to run one at least twice per month. We also plan to have the dinner trains and pizza trains again this year and expand that service as well, with more dates. In an attempt to save on volunteer time we



**Ted Hotvet begins a complete tear down of the Rock Island Little Rocket. By spring it will be restored to new in appearance and operation. Noel Petit photos.**

are working on a plan to run the dinner and pizza trains as a combination, each utilizing a dedicated part of the same train. In both the dinner trains and brunch trains we will try to keep the atmosphere and service reflective of the period in history when our cars were used for just such a purpose.

Also on the schedule for 2003 is a return engagement of Thomas the Tank Engine at the roundhouse. The planned Thomas operation is part of the reason that more cars were taken to Jackson Street this year, than past years.

#### **Crew training**

The year 2003 is the year for crew re-training and locomotive engineer recertification. Crew refresher training is on a two year schedule and engineer training is on a three year cycle. This year both groups come up for work. **Morten Jorgensen** is in charge of the instruction program. Introduction for new people will be held later in the year, probably near the start of the regular season. Information for car attendants will also be presented later.

## **JACKSON STREET ROUNDHOUSE REPORT**

**-Noel Petit**

For the second winter we remain open to the public on weekends. This winter we started train rides for the public. Using the Soo Line steel caboose #31 we can give short rides out to the industrial spur and back. This caboose has a nice heater so that we are able to give rides in all weather conditions. The

caboose rides have been a hit with about 65 percent of the visitors riding. Thanks to the roundhouse crew for getting it ready for the winter season.

Improvements in the electrical and lighting systems have been completed in the last few months. Included were additional power outlets to reduce the number and length of cords supplying power to the exhibits. Electrical and sprinkler system interferences were removed from the area above track 16 in the roundhouse. This clears the way for the two overhead cranes to be restored to operation.

At long last, a door connecting Bay C and D was installed allowing tours to enter Bay C without traversing the loading dock outside.

Special events are planned throughout the winter and spring. At Photo Day in October kids snapped photos around the museum with their own cameras. Prizes were given to the best photos from each age group. Santa came on December 7th for photos and train rides along with the Midwest Lego Railroad and music from **Will Hale**. In February we will bring back the Legos for another weekend.

Plans for Thomas the Tank Engine are underway for the last weekend of April and the first weekend in May. Birthday parties are frequent on the weekends. **Melody Martinson** and **Barb Durfee** have decorated the Coon Rapids coach on track 23 for the parties. We now offer a package deal for the party space, decorations, caboose rides and the museum.



**Engineer Bob Oswold and Brakeman Nick Modders load the next ride for the Jackson Street Caboose Ride on Santa Day, December 7, 2002.**





**Verlett Spanier donated the Osseo Minnesota Depot Baggage Cart. Her husband, Len, was the last agent at the depot when it closed in 1968.**

New acquisitions include a Great Northern baggage cart from the Osseo depot. Agent **Len Spanier** brought the cart home when the depot closed in 1968 and his family used it in their Brooklyn Park backyard. The cart had been maintained in immaculate condition and donated to the museum by **Verlett Spanier** and her family. It joins Milwaukee Road and Northern Pacific baggage carts in the museum.

**Dave Kettering, Roger Johnson and George Bergh** worked to complete a working handcar in time for our November fundraiser. This hand car rose like a Phoenix from the ashes and miscellaneous parts of a donated handcar. This will be an excellent fair-weather demonstration.

The Rock Island Little Rocket is under a major restoration by **Ted Hotvett** and **Bob Wilkinson**. The locomotive will be torn down to the frame and reconstructed with improved wiring and a rebuilt drive train.

Jackson Street operated its first fund raising dinner in November with 80 donors enjoying music from the Mouldy Figs, train rides, handcar rides and the museum. Thanks to **Judy and Art Pew** for their leadership and support for the roundhouse.

**Members of the Greater Midwest Lego Train Club show off their layout at Santa Day.**

## LAKE MINNETONKA DIVISION REPORT

-Ann Merriman and  
Christopher Olson

### New General Superintendent

The LMD staff is pleased to announce that **Jim Larson**, long-time Minnehaha engineer and former LMD Assistant Superintendent and Secretary, has taken over from **Brad Buxton** as the division's new General Superintendent. Brad stepped down from the job because of personal and professional commitments. The LMD and MTM thank him for his nearly two years of

service as the division's "poobah." The Museum wishes Brad much success in his new job and graduate school studies. Brad will continue to volunteer for the Museum as a captain and assist with winter maintenance. Since October Jim has been directing LMD Council meetings and attending Operations Committee meetings at the Museum's main office.

### Minnehaha's Season

This year's cruising season ended on October 13 with interesting weather following us throughout. In April and May, prior to the Spring launch, many crew members expressed concern about the lake's low water level. Jokes were going around that when we did launch the boat, her keel would ground on a sand bar in the middle of Excelsior Bay! As it turns out, were we wrong. The rain didn't stop coming and the lake saw its highest water level since the early 1950s. To illustrate this, six of the nine Wayzata Concert Series Cruises were rained out and the music was moved indoors, although the steamboat still made every trip. The Lake Minnetonka Conservation District declared two High Water Emergencies and the dam between Gray's Bay and Minnehaha Creek was continually overflowing. High winds also characterized this strange season and combined with the high water, waves were breaking over the Home Dock regularly. In July and August when it wasn't raining, the usual high summer heat and 95% humidity set in to make things a bit uncomfortable near the steam engine. Due to the strange





If you haven't been out to the steamboat ticket office in Excelsior. Stop in and see the history exhibit and the store, centered around the large Minnehaha model. Aaron Isaacs photos.



weather, this year's fall colors were disappointing and the Twins baseball play-offs also kept riders away.

Despite the weather problems, the season was successful with slightly decreased ridership but with increased revenue through many "special rides" and the new price structure. Next season already looks promising, with several groups booking advanced reservations. The LMD has also entered into an agreement with tour company MetroConnections to provide a Wednesday afternoon cruise for their patrons (that will also be open to the public) following the GEAR Program cruise.

### Steam Engine Indication

**Peter Burno** of Burno Boiler and Engine Works of Stoughton, WI, performed an indication on Minnehaha's steam engine on October 18. Burno, the past national president of the National Association of Power Engineers, Inc., is recognized world-wide as an expert in proper steam engine and boiler operations. Many volunteers, most Minnehaha engineers, assisted Mr. Burno. Tests were performed on all three steam cylinders using a 1893 vintage indicator. The indicator draws a diagram showing the cylinder pressure relative to the stroke of the piston. This is a useful tool in diagnosing valve and cylinder conditions. The results showed the

engine valves were in essence set correctly with only minor adjustments needed to make it run perfectly. Mr. Burno was impressed by the crew of Minnehaha engineers, who showed great interest and asked very intelligent questions.

### Volunteer Cruise

The annual volunteer "Thank You" cruise took place on Saturday, October 19. Nearly 50 volunteers, Museum staff, and friends, including our Executive Director **Don Meyer**, enjoyed the last trip of the season on a very crisp Autumn day.

### Minnehaha Pull-Out

On October 26 a large group, led by volunteer **Neal Heminger** and staff member **Christopher Olson**, once again successfully maneuvered the 55 ton Minnehaha onto her custom built trailer at Niccum's Minnetonka Portable Dredging Company. Starting at 9:00 am, the crew had the boat in the Boat Barn by 3:00 pm, ready for the winter maintenance season. Every year LMD's talented volunteers accomplish this difficult task with skill, and the LMD staff thanks them for their time and energy. Assisting Neal and Christopher this year were **Bob Bolles, Dave Doner, Leo Eiden, Bob Johnson, Jack Kegel, Jim Larson, Mike McWilliams, Ann Merriman, Dave Norman, John Petronek, Chuck Rud, Clarence Rud, John and Nancy Schroeder, and Kerm Stake**. Many spectators lent support, including Ticket Office volunteer **Jean Ohland** and Executive Director **Don Meyer**.

### Minnehaha Maintenance Begins

The LMD staff attached a thick plastic tarp to the boat's hull to form the humidity chamber needed to prevent the unnecessary drying-out of the outer hull planking. The trapped moisture below the waterline prevents plank shrinkage and will increase the longevity of the steamboat's hull. On November 27 Minnesota State Boiler Inspector **Steve Ahles**, performed the annual boiler inspection and once again, our power plant passed with flying colors. Ahles also conducted our annual dry-dock hull inspection, knowing from our good reputation that any minor flaws in the planking, accumulated during the operating season, will be tended to before the maintenance season ends. Doubling up on these two inspections saves time, for now Minnehaha must only pass the annual on-the-water inspection in the





The 2002 operating season has ended, and Minnehaha is riding its trailer back into the boat building for the winter. Ann Merriman photos.

Spring. The LMD staff also installed the dessicant, thousands of tiny beads that absorb all residual moisture in the boiler drum. These beads stay in the boiler until Spring, prior to Minnehaha's launch.

#### Other Maritime Museum News

Not being able to get away from things maritime even on vacation, the LMD staff visited Project Liberty Ship, located at the Liberty Ship John W. Brown Museum in Baltimore, MD. Project Liberty Ship is a non-profit volunteer organization, like MTM, operated by a large group of very dedicated men and women who spent one million hours refitting and restoring the Brown into a working museum.

Built in 45 days in 1942 for the US Maritime Commission, the SS John W. Brown is 441 feet six inches long, has a 57-foot beam, a 27 feet 9.25 inch depth of hold, and her deadweight tonnage is 10,865. Her two Babcock and Wilcox boilers operate under 220 psi and the 140-ton triple expansion steam engine maintain a speed of 11 knots. After World War II the ship became a New York City high school until 1982, when Project Liberty Ship acquired the large vessel in order to return it to operating condition. In the last few years the Brown has made trips up and down the eastern United States into the Great Lakes and as far south as Florida.

Two great Brown volunteers, Ernest Imhoff and Dave Aldworth, spent nearly four hours showing the LMD staff the ship from stem to stern, including the several museum exhibits located amidships. During the tour, we learned that the Brown is missing a

bridge speaking tube and a proper engine room telegraph. The Project also collects Maritime Commission builder's plates, having dozens of them on exhibit from Liberty and Victory Ships, and many other vessels as well. Surprisingly, the LMD possesses a brass telegraph and brass speaking tube, both the proper size. The LMD also has a Maritime Commission builder's plate from the SS Exermont. These objects do not fit the criteria set forth in the Museum's Collections Management Policy and are not needed by the LMD. Therefore, the LMD Council decided to

donate these objects to Project Liberty Ship and the Museum's Collections and Restoration Committee will be considering a request from LMD to transfer these objects soon. This type of cooperation is very healthy for both institutions. Further contact in the future is assured since our Museum's brochure will be given to Project Liberty Ship's patrons, and a link will connect our websites. Please visit their website at [www.liberty-ship.com](http://www.liberty-ship.com).

The LMD staff also visited the Mariners' Museum in Newport News, VA to investigate the conservation area

Left to right; Jim Hewett, Dave Borchert, Chris Olson and Eric Easton during the steam engine indication.



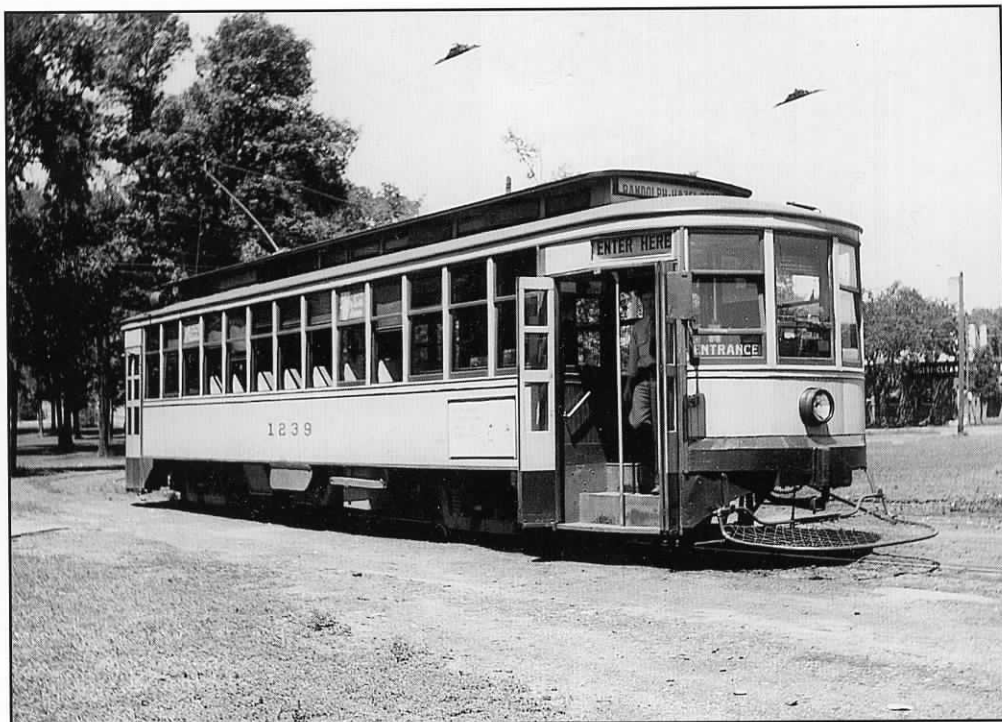
set up for objects recently excavated from the 1862 Civil War ironclad Monitor. The Monitor lies in over 230 feet of water of the North Carolina coast. The National Oceanic and Atmospheric Administration (NOAA) and the Mariners' Museum, with the assistance and permission of the US Navy, have excavated and conserved several artifacts and portions of this very significant vessel.

Duke University and others discovered the wreck in August 1973 and in January 1975, the Monitor became a protected marine sanctuary administered by NOAA.

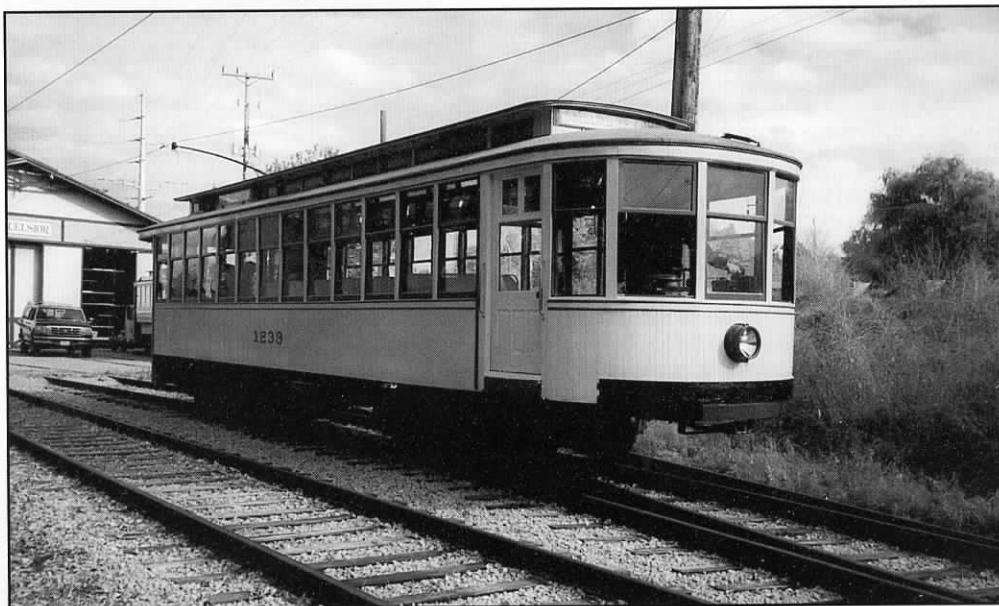
Over the years several artifacts and ship parts have been excavated from the wreck, including the anchor in 1983. This anchor was conserved at ECU and is now on exhibit at the Mariners' Museum. Recently excavated artifacts include the turret and its cannon, engine, condenser, propeller and shaft, and many smaller objects. The conservation of these artifacts will take between 12 and 15 years to complete and will cost millions of dollars. The LMD staff is often asked about the possibility of raising another streetcar boat or other artifacts from Lake Minnetonka. Our answer always begins with a description of the immense cost of creating proper storage tanks involved in the conservation of artifacts, particularly large composite artifacts made of both wood and metal like a streetcar boat. So, raising another streetcar boat is unlikely, while the archaeological documentation of Lake Minnetonka wrecks is probable. Websites concerning the Monitor include [www.noaanews.com](http://www.noaanews.com) and [www.monitorcenter.org](http://www.monitorcenter.org). These sites contain links to several others that provide great information about nautical archaeology and the Monitor project.

#### Volunteer News

Steamboat purser **Kerm Stake** recently underwent heart surgery and is recuperating. Kerm is now out and about, but must take it rather easy which will be no easy task for him. The LMD is very glad Kerm is getting around because the place wouldn't be the same without him.



**Compare these two views of #1239. In 1949, it was at the Ford Plant loop on the Randolph-Hazel Park line, configured like #1300 for one man operation. MTM collection. MTM has backdated it to its 1920s appearance.**



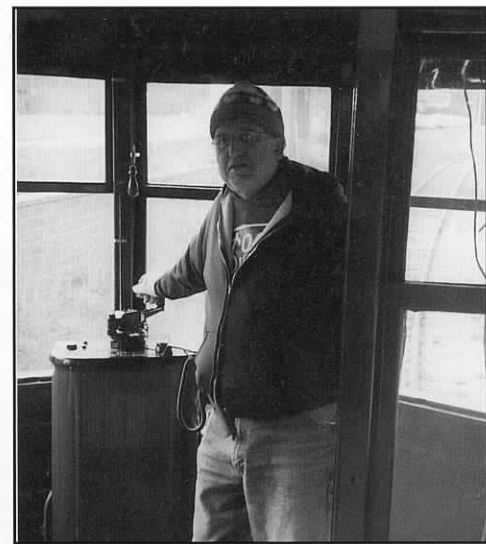
## EXCELSIOR STREETCAR LINE REPORT

-Bill Graham

The only notable snag in the 1239 restoration project was the replication of the rear boarding steps. It was a conundrum, and several heads were scratched raw thinking about it. The group had only partial specifications on how the steps were designed, and the old company photographs raised more questions than they answered. When 1239 emerged in November for her maiden romp on the high iron, she did so sans steps.

MTM'er **Ken Albrecht**, retired technical school instructor from North Mankato, thought he knew how to build steps for 1239. He noodled over the drawings and photos for some months as he took measurements of the car's rear platform. From these, he built a plywood mock-up of a step, making many adjustments so that it fit the opening in 1239's frame just about perfectly. Then came the trickiest part of the project - replicating the hexagonal-shaped open tread pattern that allowed dirt and snow to fall directly through the step to the street below. Without this type of step, 1239 would be little more than a pathetic imitation.





**Here is the almost-rebuilt #1239 making the first trip under its own power. The rear steps and gates, as well as some seats, remain to be installed. Neil Howes, who did much of the electrical wiring, was at the controls. Aaron Isaacs and Jim Vaitkunas photos.**



Ken made a jig on which to bend 14 gauge steel strips into a continuous pattern of half hexagons. The first jig failed, and so Ken made a second one that did the job. The bending was accomplished by **Alvin Kuhn**, owner of Amco Machine in Elysian, Minnesota. Ken had to place a second order for this krinkled steel material when the first order was insufficient. How much was used is a secret, but suffice it to say that laid end to end, it would reach at least two-thirds of the way around MTM.

While the strips were being krinkled, Ken bent and welded an angle iron frame which matches the tread surface of his mock up step. This frame forms a bed into which Ken laid his krinkled steel strips to form two lines of hexagonal open step tread. Between

each double pair, he placed a straight steel spacer. These stiff, springy strips had to be worried into position using dozens of vice grip pliers and bar clamps to force it around the curve of the step. Each succeeding half-hexagon strip had to be pushed and squeezed to match the previous strip so as to form a perfect line of hexagons the length of the step. This became harder and harder to do as successive courses of springy steel were added and the step curved sharply inward at the rear. As each strip reached the end of the frame, Ken zipped it off with a small grinder so it could pop into place within the angle iron frame. Since each strip curves along a different radius, and since each little hexagon in the tread is of uniform dimension, it became harder

and harder to force each strip into place while maintaining the pattern.

It might occur to the reader that this whole assembly constitutes a mightily coiled spring which, if released, would produce quite a dramatic display. To forestall this, Ken bored a series of holes through the tread from front to back through which he threaded small steel rods to hold the tread assembly in place. This boring must be done after the tread is assembled, since one could not otherwise calculate the location of the hundreds of holes.

Finally, the question arose of how to paint the assembled steps. The material is mild steel which will rust. The design allows the krinkled strips to move against each other as passengers step on the tread, thereby wearing away any paint between the steel strips. Since the strips are pressed tightly together, it would be nearly impossible to get paint uniformly down into the tiny spaces. The decision was made to sandblast the step, douse it in solvent, and then arrange to have it dipped in a tank of paint so that the thousands of hidden surfaces will receive a coating. Still, the step will need regular inspection to be sure that corrosion is stopped.

Asked how he thought the craftsmen at Snelling Shops might have built over a thousand similar step assemblies, Ken explained that after the first one was built, they would have disassembled it, numbered the parts and copied them one by one. Nonetheless, the rear step of a Twin City Lines gate car was an elegant monstrosity that could not

survive the modern age. As the cars were rebuilt during the 1920's and 1930's, the open rear step was scrapped, and a simple well of riveted steel sheets was substituted.

Car 1239 will wear her new step like original equipment, and at least a few passengers will admire the craftsmanship that went into it. The truth is that **Ken Albrecht**, by careful sleuthing

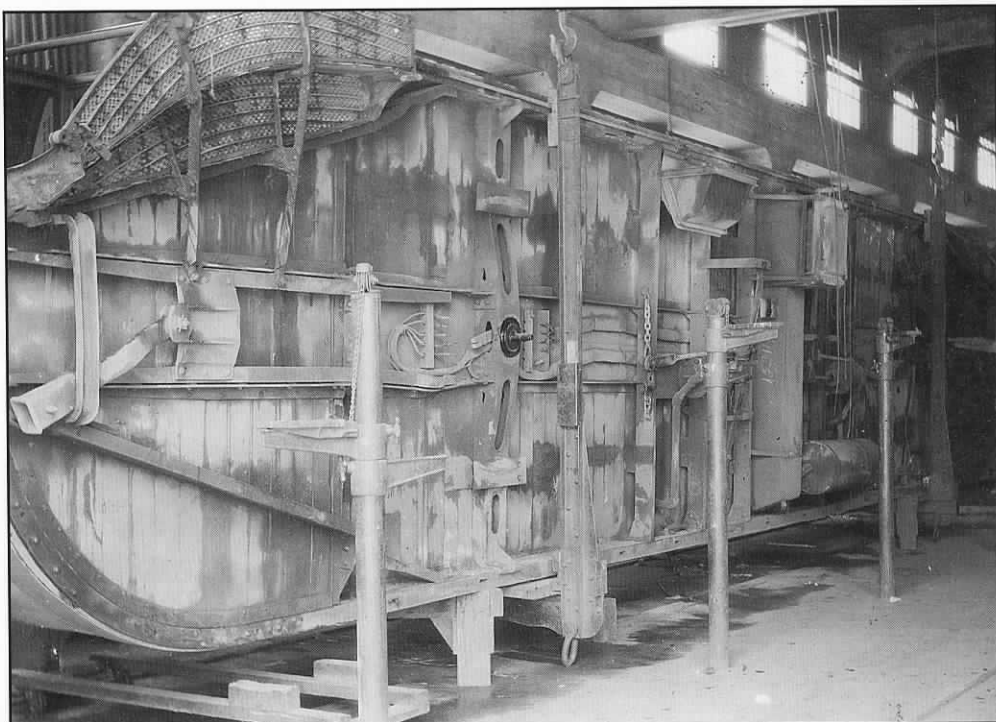
and reverse engineering, was able to create a closely accurate replica of the century-old original piece. This enhances the value of 1239 as a museum exhibit, and it again demonstrates how far MTM'ers will go to accomplish a high quality restoration.

By the way, Ken has announced a contest that will feature gala prizes as well as fame and fortune. The MTM

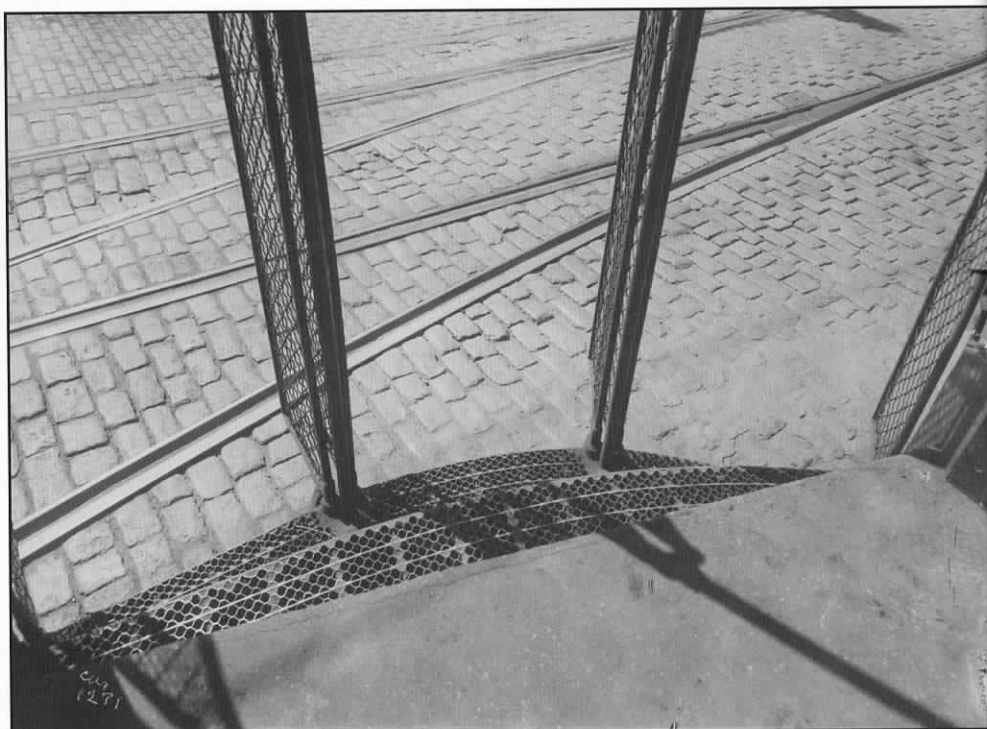
member who correctly guesses how many lineal feet of steel stripping are in 1239's new steps could win a Como-Harriet tee shirt, a free streetcar ride or other fabulous prizes. When 1239 makes her appearance next Spring, admire the steps and then make your best guess about how many feet of steel is in the tread.



**Ken Albrecht** assembles the top step of #1239 from strips of steel crimped into half hexagons and held together temporarily by many vice grips. Below: The assembled lower step. The casting to receive the gates is original, from car #1268. **Bill Graham** photos.



During its every-five year rehab at Snelling shops, a TCRT wood car is turned on its side, offering a rare underside view of the rear steps.



These are the rear steps and gates of streetcar #1271, when it was in service. TCRT photo, MTM collection



# JOHN WINTER'S PHOTOS

During his 42-year railroad career, member John Winter worked for the Minneapolis & St. Louis, Chicago Great Western and, through merger, the Chicago & North Western and Union Pacific. He captured the end of steam, plus many first generation diesels. He has generously made his photos available to the Minnegazette. The captions are in his own words.



**"I started my railroad career as a switchman for the Minneapolis & St. Louis Railroad in September 1959. One of the jobs I had was being a switch tender at 3rd Ave. N. right behind the Great Northern passenger depot. I worked the midnight to 8 a.m. shift and when the sun finally came up it gave me the opportunity to take some pictures of various trains both freight and passenger passing through that area. You had to be a little bit conservative letting people know you were a rail fan, because at that time it was not really popular to be a rail fan. I don't recall if this was the Western Star or the Builder."**

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**"This Burlington transfer came out of the St. Paul, Dayton's Bluff yard and came up the NP main and went, I believe, over to the Lyndale yard of the Great Northern."**

**"I'm pretty sure that's the NP passenger from International Falls that was combined with the one from Jamestown, North Dakota."**



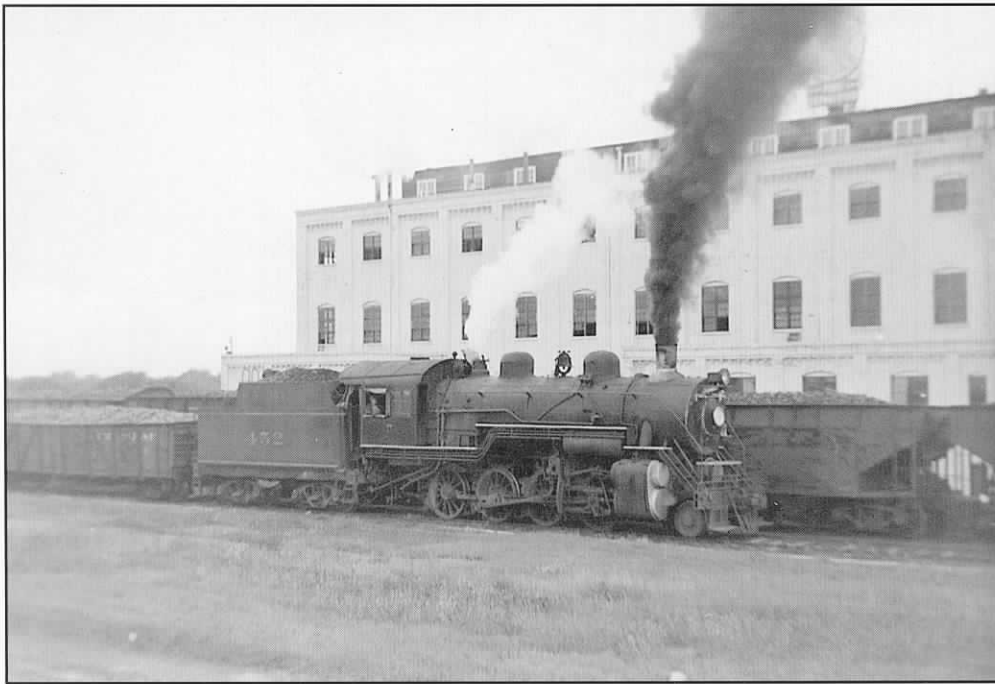
**Right: A GN Baldwin switcher.**

**Above Right: "This is Great Northern power on a freight coming across the bridge from Nicollet Island about to go behind the power house of the Great Northern Depot headed for Wilmar on the main line of the GN."**

**Above: "This is the train order office at Cliff along the Mississippi west of downtown St. Paul. This is where the Milwaukee and Omaha or CNW split. This is where you got your initial train orders after you left the Western Avenue yard on the Omaha heading toward Valley Park and Mankato and St. James and so on eventually to Sioux City. In later years they knocked down the train order building and you got your orders at Western Avenue. This was about the time that they combined the train order operators with the clerks so they could get one person to do two jobs."**







Top left: "1958 was the last year that this consolidation operated in Chaska. It was an ex-Louie engine owned by the American Crystal Sugar Company and it switched around the Chaska beet facility. I used to ride my bike around this area, before I went railroading."

Middle left: "Going through the dead line at Shoreham, I took this picture of the 1003 and the X90. Who would have thought in the late 50's, when this picture was taken that those two engines would survive and one of them would run again."

Bottom left: "That was train 98 at Vine Hill Road, heading into Cedar Lake with a wood caboose on the end."

Top right: "At the time this picture of Dresser was taken in 1960, it had been years since the last time the tank or the coal chute had been used, I believe they were still operable at that point."

Below: "In the fall of 1959 I was going up the NP Scally line to Duluth and I got the picture of the Mahtowa depot. It was out of service at this time. You can see the blades and the colored disks are out of the train order signal. But the building was still intact. The Willow River depot was still very much in service at that time."









**"This shows M&StL train 14 from Watertown, going across Carson's Bay in Deephaven. My shadow shows up in the picture along with my means of locomotion, a bicycle leaning against the telegraph line. I lived out there from 1953 to 1960 with my folks."**

**"This is just east of Excelsior, because you can see the roller coaster in the background. Just ahead is the swing bridge over St. Albans Bay. The guy standing beside the gondola is getting ready to distribute some ties a little farther down the line for replacement."**





"This was taken also in Excelsior. They had a derailment there. Train 99 the West End freight to Watertown, went on the ground. This is west of the depot. The Louie brought out their steam hook and they are picking up a couple of cars, a flat and caboose that derailed."

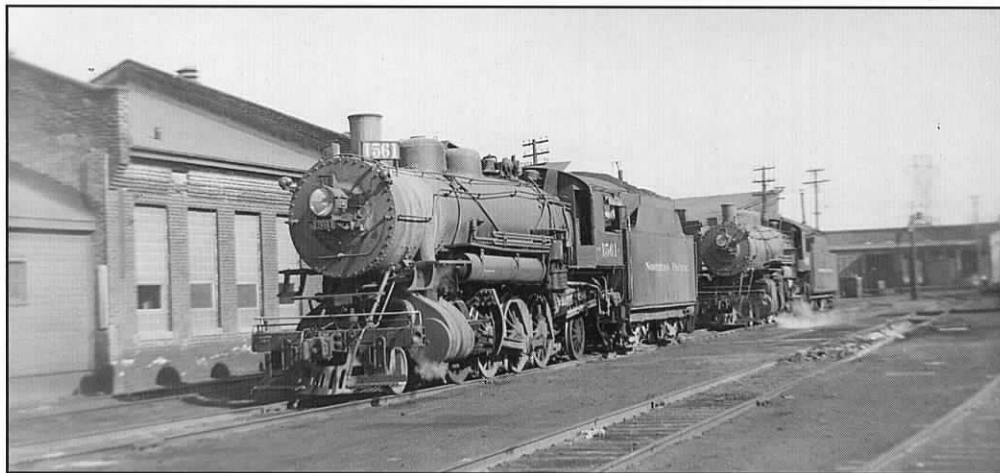
"Here is another view of the same thing facing east. That's the west end switch there and you see the bay window caboose's a little lopsided. I think they picked the point of the switch and went all over the countryside."





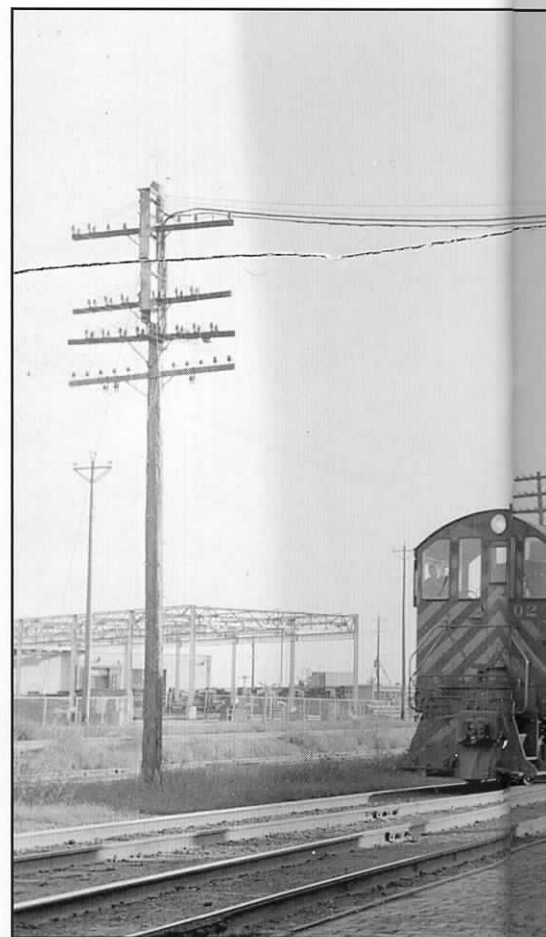
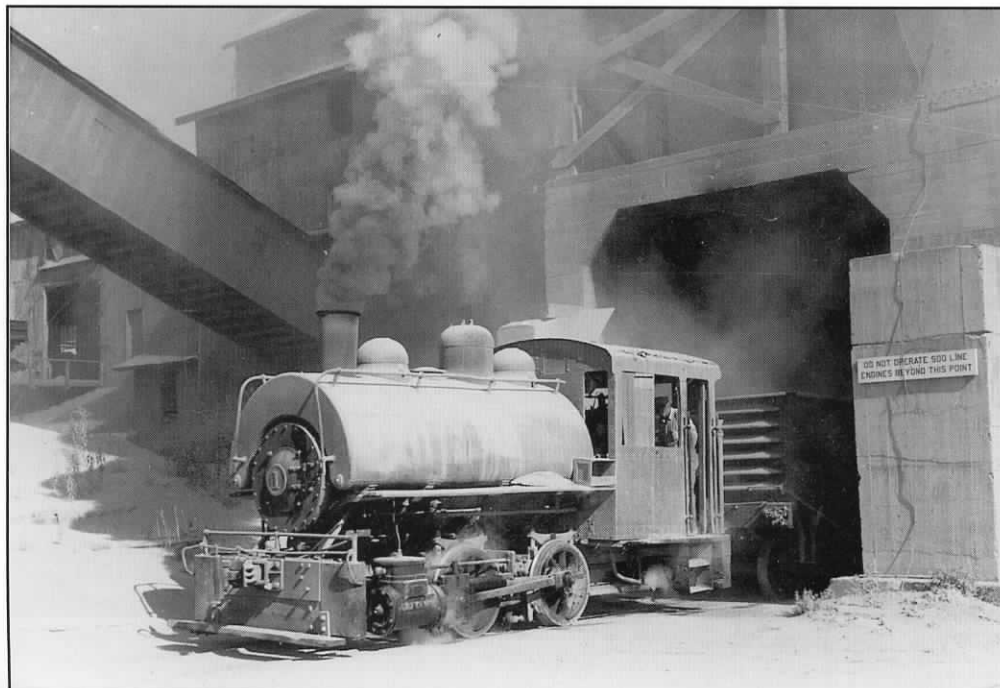


**"The Excelsior depot, where the streetcar now runs. The engineer is Larry May. He's hiking up to get on his gas electric car, the GE27. As you can see in the picture they could tow two trailers with ease, sometimes they'd do three. If you got anymore than that, like around the Christmas season, they'd put an RS1 on the head and drag the whole works along."**



**"I took this in 1957. A friend of mine had just gotten his driver's license and he would take me to Northtown if I'd buy the gas. These two mikes (the W-class in front and the W-1 behind) were lined up on the ready track ready to go out in the afternoon."**

**"This is the Dresser Trap Rock Company's No. 1, the smallest of their engines. It was used as the switcher for spotting the regular cars underneath the crusher at Dresser Junction. Which is what it is doing in the photograph, spotting Soo Line cars for ballast loading."**



**"This was the Chaska switch run with Alco S4 #102. Notice the steam engine bell, which is something the Louie did with their older diesel switchers. Hopkins was the beginning of double track. I'm guessing that those are sugar beet hoppers from the Crystal Sugar plant behind it."**





Below: "This was taken in Hopkins in June of 1959, shortly before I starting working for M&StL. The operator had his new Chevrolet parked there. Anyway, this was a Louie heading into town on the wrong main."

Top right: "Here's the other end of the same train. The brakeman was out exchanging greetings with the operator."



Above: "One of those MRA dinner/diner trips to us to Glenwood. We thought these diesels would last forever and now neither the covered wagon nor the Baldwins are operating."

Below: "One of my very early pictures of a PCC car when they first started running was taken in front of the house where my folks and I lived at 1910 Hennepin. Right across the street where that brick apartment building was, that is all gone now. It's part of the loop where you get off the freeway and onto Hennepin."







**Above:** "We're at Princeton in front of the depot. This was a rail fan excursion in 1959 on the Great Northern. We went up to Milaca with a GP7 and a heavyweight consist."



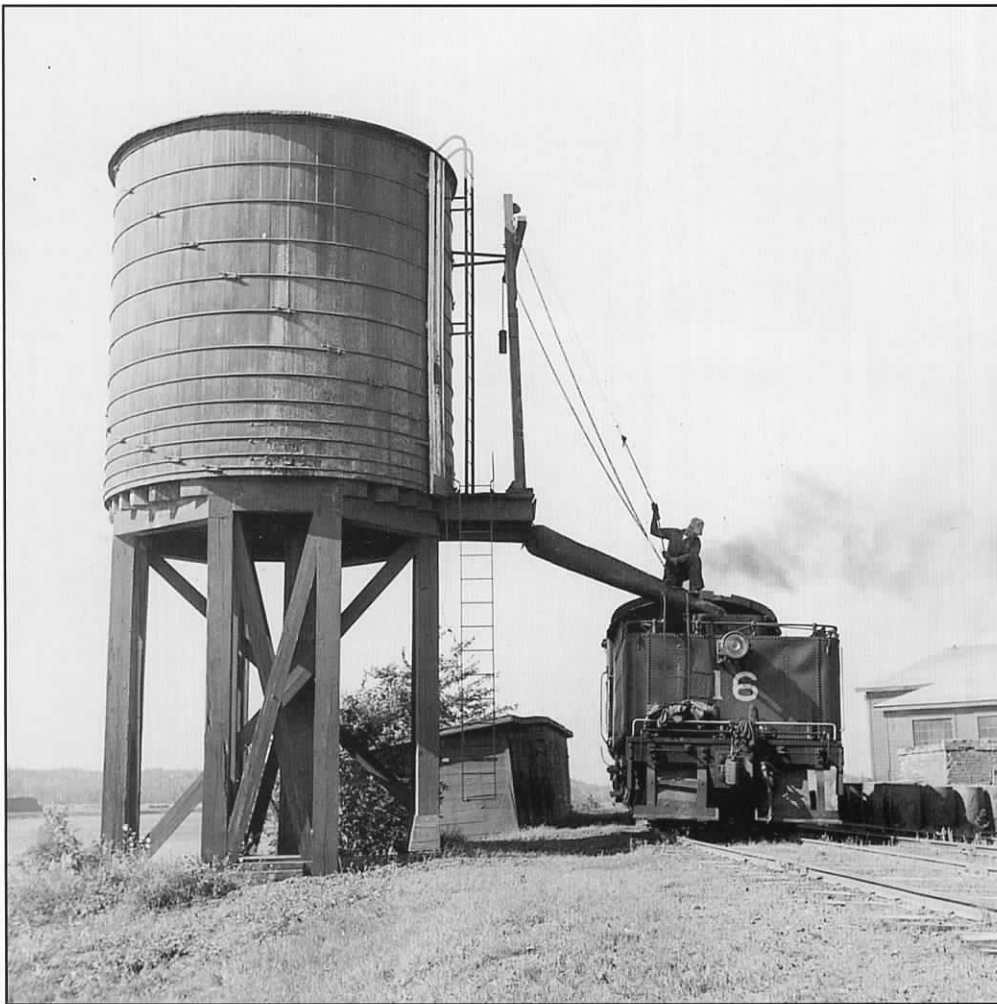
**Left:** "Here's Dan Patch #100 when it still belonged to the Anoka line. The Great Northern bought it in 1967 and donated it to MTM. It had a little pull start gasoline cranking engine and I said it was the only locomotive that was started with a rope."

**Top right:** "This is the engine house at Cloquet. I see three are hot; the 29 government 0-6-0, the 16 beside it and probably the 27 beside it. The tender for another of the big consolidations is sitting over there, and I think that was when they were doing the last heavy shop work on the 28 and they had the tank off of it."

**Bottom right:** "The 30 is the only engine of the last bunch of D&NE steamers that got scrapped. It was kind of a beefy 0-6-0, but a classic saturated steamer. They bought it used from the Lake Superior Terminal & Transfer."







"The 16 is at the water tank at Cloquet. That's the old main line in front of the locomotive and originally the bridge crossed the St. Louis River. It washed out and they built a new bridge downstream. They left enough track to get up there and water but that was about all. The 16 and 14 were the only locomotives that the D&NE bought brand new in 1913. All the rest of their power was second-hand. And those two lasted right up to the end."

Below left: "16 is working the pulp yard sorting out boxcars."

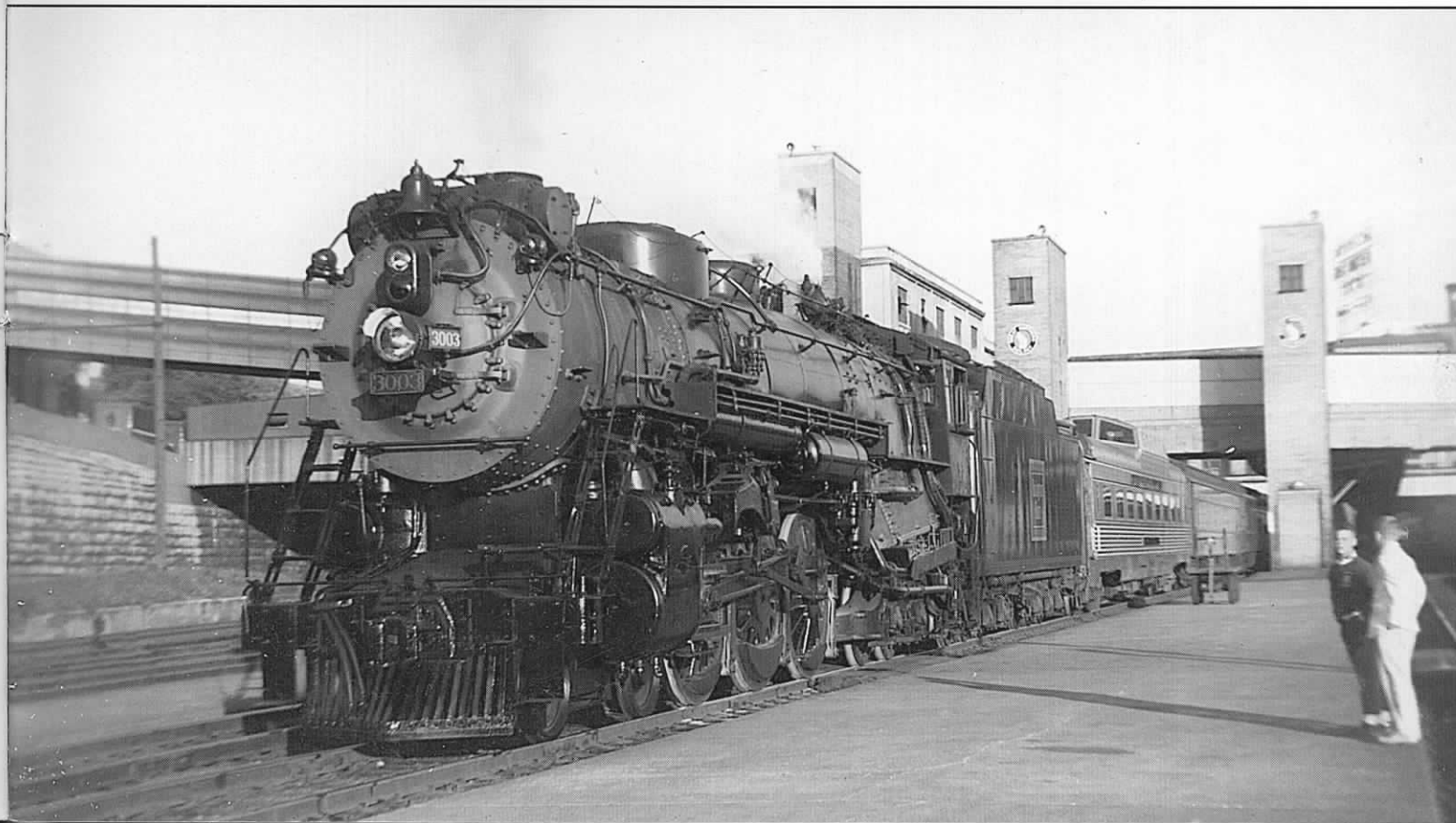
Opposite page top: "Number 28 is kicking cars in the Cloquet yard. They'd pull their drag in, pull it in, come around it with a light engine and grab it in chunks and sort it out in that yard. He's leaned on her pretty hard, a couple of shots coming out of the stack there."

Opposite page bottom: "This is Burlington Hudson 3003, in 1957 on the Minnesota Rail fans Association's excursion. We went down the Q to Winona. This was the only year we used this engine. The 3003 was a coal burner. I was told that coal facilities were gone by 1959 so that's why the oil burning 5632 was used. You can see it today in a park in Burlington, Iowa."





Rear cover: The picture was taken off of the Robert Street bridge looking at the Chicago Great Western's State Street engine terminal. The reason was that we had just taken the 400 series SD40s. We went over to Western Avenue, which was our interchange point with the CNW at that time and picked them up three at a time. You see the EMD test car over to the far-left side of the picture. Also in the picture you see an EMD TR2 cow & calf switch engine 63 which was normally used on the Roseport turn. There is a Baldwin DS4410, which was one of the yard engines that we used and there are six covered wagons which was the standard power on the St. Paul. Theoretically the six covered wagons were supposed to take 8700 tons up the Nerstrand Hill. They were supposed to be replaced by three SD40's which were suppose to take 9100 tons up there. Sometimes they did and sometimes they didn't depending on how the wind was blowing the sand off the rail."









# MINNESOTA STREETCAR MUSEUM

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August 2021

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